THE FIRST MAN OFF.

done so he should have made an example of him. Mevickar, who is a stalwart youth, did not seem to consider, however, that he had had a very narrow escape.

There was very little commotion when the ladies were informed of their situation. They took it as calmly as the men. The principal anxiety of every one, indeed, was on account of relatives and friends at home. The Umbria had sighted only two ships since leaving Queenstown, and it might be a week or even two weeks before she was reported.

two weeks before she was reported.

The Catalonia of the Cunard line, which sailed from Liverpool for Boston on Thursday, the 15th, might pass within halling distance in a day or two, and the Normandie of the French line, which sailed from Havre on the French line, which sailed from Havre on

the French line, which sailed from Havre on the previous Saturday, was also due over the same course. If these should be missed there was still a chance later of failing in with the Cunarder Gallia, which was to leave New York for Liverpool the next Monday, or the Britannic of the White Star line, that had sailed from Liverpool for New York the Wednesday previous. Outside of these there were chances of halling tramp steamers or vessels of other lines.

Chief Steward Gore said that there were enough provisions on board to last for three weeks more without any one being in the slightest degree stinted, or even for four filve weeks, with the deprivation of a few luxuries.

five weeks, with the deprivation of a few luxuries.

Very few of the passengers remained up much later than was their wont on Friday night, although they fully realized that they were drifting helpiessiy in mid-ocean in a storm. Oil was poured upon the water through the drainage pipes of the ship, and she was quieter than while her machinery was in motion.

Just after daylight those who were asleep were awakened by several reports from the Umbria's gun and the sound of her whistle. In ten minutes almost every one was on deck to ascertain what was the matter. A ship was in sight just in the edge of the horizon, bound eastward.

For half an hour, during which time the gun was continually discharged and the hoarse

". W. Vosburgh. New York Sur." came rom the tug. "We have passes to board

Throw us a line." We have passes to board
A rope went whitzing into the hands of a
vallor leaning over the steamship's bow, and
the tug awang slowly around against the Umbria's side. There was a rattling of chain
cable through the hawse pipe, a splesh, and
the Umbria was at auchor. A ladder was
raised from the tug, and one of TRE SUN'S
young men, with the written permission of the
function and Health Officera, climbed aboard,
flaif the chip was awake and anxious to learn
if the Umbria's protracted voyage had caused
excitement ashore. Mr. White delivered his
story to the reporter who boarded the ship,
and he banded it to one who resmained on the
vosburgh, which cast off, and, with a speed
who has never excelled, bounded toward the
ett.

and he banded it to one who remained on the Vosburgh, which cast off, and, with a speed she has never excelled bounded toward the city.

The Umbria gilded into Quarantine at 8:50 colock restorday morning. Mr. Vernon H. Brown was among the first to board her. That he had been anxious about her was made apparent to all on board when Capt. McKay, after an earnest talk with Mr. Brown, halled a friend and said there had been much excitement here on her account. The passage of the Umbria up the bay and North River to her dock was punctuated with welcoming toots from ferryboats and tugs. The pler head was crowded with men and women. They lined the projecting string-pieces and perched on boxes and bitts, their faces filled with eagerness and as suggestion of moisture in their eyes. The Bun's extra was in the hands of almost every man, and all knew what gailant fellows the Captain and the angineer were. A ruddy-cheeked, baid-headed little man shouted Hurrah for Capt. Mc-tay!" and a rousing yell went up from the pier. There was less emotion on the ship than on the pier, probably because the voyagers dight appreci to their peril as much as folks ashors. The ruddy little man was irrepressible. He shouted and cheered until the towering prow of the Cumarder had been warped around to the east and she was creeping into her dock. Then a rush was made for the south gangway. It was half an hour before the doors were opened and the gangplank holsted and swung into position. There was a fluttering of handkerchiefs, a waving of hats, bursts of hysterical laughter, and cheers that had an accent of tears in them.

One travoller, a fat, good-humored little man, with a smooth face and a smoother head, had squeezed himself to the head of the gangplank when the was made for the sanghank when it was half as head shone like a billiard bail. It seemed more like a canno ball, however, as he projected himself down the gangway into the ame of Mrs. Pitcairn.

By J. D. Crimmins's old father, a strongenese like seemed had some like a billiard bail

plank. The last smack was on the lips of his son.

After the greetings were over, the reporters had an innings with the travellers. The gentleman who apreared on the passenger list as Gen. J. W. Rearny was asked hardly in a spirit of sincerity, if the report that he got frightened was true. The General exploded thus:

"The poltroons!"

"The cowards!"

"The akunks!"

Thes akunks!"

Thes he declared that he was the son of Gen. Phill Kearny, and that the report was, therefore, without foundation. Gen. Kearny's chief complaint against the Captain of the Umbria was that he had failed to send up rock-



ets. He denoused this conduct as a damned outrage on the travelling public. One of the thymers on the Umbria was inspired by the General continual demand for rockets to write this:

The General stond on the ley deck,
Giving enumer by the peck,
Giving deep Rate his pocket,
Offering thousands for a rocket,
Gen. Kearny's the was gained from his
connection with the National Guard. He lived

connection with the National Guard. He lived for some years in the Kearny Castle, everlooking the Passaic River at Kearny, opposite Newark. N. J., and was a member of several Newark clubs. He is noted as an entertainer and society man. He is the son of the gallant Gen. Phil Kyarny, who lost an arm in fighting for the Figure Government, and was killed at Chantilly. When making a sortle alone toward the rebel lines. Finding himself surrounded by the enemy, he scorned to surrender, and driving his spurs into his horse dashed toward his own lines, lying low on his horse's neck. He was struck by a bullet and fell dead in the rebel lines.

THE SHIP'S INJURY AND THE REPAIRS. Engineer Tomlinson's Ingenious Mending of

the Two Breaks in the Thrust Shoft. The thrust shaft in which the breaks occurred that disabled the Umbria is that section of the shaft just abaft the engines. It is subjected to greater strain, probably, than any other part of the ship's machinery. The thrust shaft is strengthened by six flanges,

which are a part of the solid steel of the shaft. It works in the thrust bearing, which transmits the propelling force of the ship's screw to her hull. Engineer Tomlinson took a Sun reporter into the cavernous depths of the Umbria's engine room yesterday, and told about the fracture and how he mended it. There are two distinct cracks in the shaft

One is only about six or seven inches in length and apparently does not extend through the diameter of the shalt. The larger crack runs diameter of the shaft. The larger crack runs diagonally from flange to flange on one side of the huge cylinder. On the other side this crack runs hearly horizontal with the shaft. Engineer Tomlinson's skill excited the admiration of everybody who examined the patched shaft. James H. Butler, United States Inspector of Engines, said, that considering the imperfect tools and appliances at hand, the job was the finest he ever had seen.

The fracture occurred twelve feet abaft the sagine and about 120 feet from the propeller, between two of the flanges, which are three inches wide and six inches apart. One of the first things Engineer Tomlinson did after discovering the fracture was to pass a chain cable under the shaft, fastening the ends to steel beams, which were shored up to bear any sudden additional strain or weight. This was practically putting the shaft in a sling.

In the cramped space where the fracture occurred it was fatiguing work for the engineers who made the repairs. The working force was divided into shifts of five men each, who worked six hours on and six hours off. Holes were bored by band drills solely, horizontally through the two flanges enclosing the fracture.

The solid steel between the cuter edge of the beleggent the degree of the flanges was out

Eastally through the two flanges enclosing the fracture.

The solid steel between the outer edge of the holes and the edge of the flanges was out away with cold chisels. forming gaps the depth of the flanges. There heavy bolts about fifteen inches long were filted into the gaps, which were at equal distances from each other op the flanges. The three tolts were provided with nucs, which were screwed up, bringing the fractured edges of the shaft together. It took twenty-two hours to bore and chisel out the gaps.

Before the bolts were screwed up a clamp, shown in the illustration, was fastened around the fracture and made secure by bolts. There was another clamp, which had been removed when the artist made the sketch, circling the three bolts. This outer clamp had the flanges by which it was loited together turned inward, so as not to interfere with the structural part of the ship. The chair cable acted as a bearing for the repaired shaft. It was kept constantly lubricated. It was also intended to serve as a shield to the bottom of the ship in case the shaft should part.

The cracking of one of the bottheads caused

shield to the bottom of the ship in case the shaft should part.

The cracking of one of the bottheads caused a stoppage of nearly a day to put in a new bolt.

The fact that the Umbria was able to come in at the rate of about eleven knots an hour, more than half speed, shows how thoroughly the shaft was mended. The Umbria may not be able to sail again until her threat shaft is removed and she receives a new one. This might require a month or more.

The clover work of Chief Engineer Tomlinson doubliess will make him a valuable man to the Cunard line. He has saved it, under the

direction of his commander, a very pretty penny in salvage. Had the Bohemia succeeded in towing the Umbria in, her award of salvage would have been as high as the Court of Admiralty doesned her danger great. She was in great danger, and probably not less than \$200,000 would have been divided between the owners, the captain and the crew of the Bohemia, if that steel hawser had held out.

Mr. Brown Loath to Belleve that the Gallia Wilfully Descried Her Sister Ship.

WERE THE SIGNALS MISUNDERSTOOD

Agent Vernon H. Brown said that criticism of the conduct of Capt. Ferguson of the Galila would be unfair until his version of the incident that caused such consternation on the Umbria could be obtained.

There could be no doubt about the nature of the signals displayed by the Umbria to persons on the Umbria, but they might have had a different meaning to the Captain of the

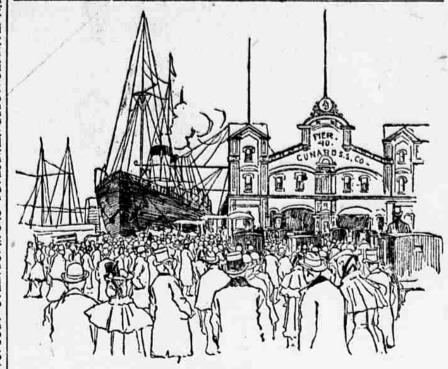
such as this, when a commander should have the right to command assistance on his own responsibility, instead of being obliged only to make a request, which may often be un-heeded. A rigid system of that kind would in inture prevent a case like the present one, where, fortunately, it has turned out that no great harm has resulted. If the present sys-tem is maintained and a package of mail is held, by ocean steamship Captains, to be of more consequence than the fate of human beings, the result will be that the travelling public will patronize those lines that do not enjoy mail contracts."

FROM A PASSENGER'S POINT OF VIEW

The Experiences of a Sun Reporter who Crossed the Ocean in the Umbrin. The following account of the Umbria's voyage, written by Mr. Frank Marshall White, formerly the London correspondent of Tue Sun, who was a passenger on the ship, was taken off the Umbria by a Sun tug at 3:15 o'clock yesterday morning, and was printed

a different meaning to the Captain of the Gallia. It was an easy matter to see and read the Gallia's signals, as she was northwest or to windward of the Umbria. But from the bridge of the Gallia the meaning of the codes ages of the Umbria might be easily misinterpreted, as they flew with, rather than acress, the vision of Capt. Ferguson. The Gallia is due in Queenstown to-day.

It is unusual—even remarkable—for a British skipper to desert a fellow savigator, particularly one of his own line, in distress. Mr.



Brown has confidence in the courage and judgment of Capt. Ferguson, and is inclined to believe that the Captain will have a good explanation of his alleged refusal to stand by the Umbria.

The Cunard Company will ask Capt. Ferguson for a statement of his conduct when the Gallia reaches Liverpool. Capt. McKay was unwilling to say what he thought about the subject, otherwise than that he was surprised to see the Gallia dip her ensign and resume her course.

The report of the Umbria, as made at Quarantine, says:

her course.

The report of the Umbria, as made at Quarantine, says:

"We signalled the Gallia to lay by, and she did so for a time. As we also signalled her that we were making repairs and expected to proceed on our way, it is evident that she took that for an assurance that we did not need her, and she proceeded on her way. Nome of the passengers expressed disappointment at the action of the Gallia, as she left us before we had tested our machinery after repairs."

The following are some of the signals sent from the Umbria to the Gallia, according to Edward McVickar of this city. Arthur Binekburn, a young Englishman, and W. Farnsworth of Boston, all of whom went up on the spar deck of the Umbria to watch the officers signal to the Gallia.

As the signals were run up from the bridge McVickar and Blackburn noted them down on paper. A Sun reporter saw Mr. McVickar at his room at the Murray Hill Hotel yesterday. Mr. McVickar said the Gallia was tossing about so much that he could not make out the signals which were flown from her. Those displayed on the Umbria were as follows, he said:

D. S. V. P., which means "Is there any shelter !"
F. B. V. W., which means, "Undergoing:" J. H. K.,
"Repairs;" R. V. T., "Ready:" H. F. W., "To-morrow;"
D. S. Q. K., "shall we?"; H. C. V., "Friday."

IN AT LAST. After drifting for twelve hours in a storm she was towed seventy-five miles by the Bo hemia of the Hamburg-American line, but the cable that connected the two steamers was broken in a heavy gale on Safurday night, and they lost track of each other. After drifting for three days to the southeast she started again with her own machinery. which had been repaired under great difficul-ties by Chief Engineer Tomlinson, and came on in fine weather at half speed to her desti-

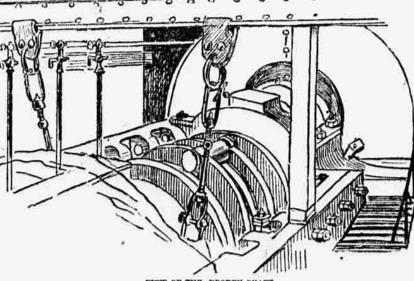
nation. The Umbria left Liverpool about 3 o'clock on the afternoon of Saturday the 17th, carrying 121 first-class passengers, 128 in the second class, and 121 in the steerage, besides a crew of 277 men, comprising 54 in the sailing department, 121 in the engineer's, and 102 in the

steward's, and 235 sacks of mail. She arrived at Queenstown about 9 o'clock Sunday morning and walted for the "Irish mail," which had left London at 8:20 o'clock the evening before and which | rought ten additional first-class passengers and 1,049 sacks of letters, a total of 1,344 sacks, making one of the largest mails that was ever carried across the Atlantic, a condition due to the circumstance that the Umbria was expected to arrive in New York the day before Christmas.

The passengers in the first cabin were a rather heterogeneous lot, with the diversified objects and purposes that animate the usual Begains: R. V. T. Realy: I. V. Trindy."

There was probably some mistake. Mr. McVickar thought, in taking down the first signal. Its there any shelter? as it appears to be not a natural question at that time. The rest of the one-sided-message he understood to be: "Undergoing repairs. Ready to-morrow. Shall we?" seemed to Mr. McVickar to mean that the Gallia had asked some question to which the Umbria replied doubtfully. Then, he conjectured, the Gallia said. "When do you expect to get in?" To which the reply was." Friday."

The signalling was according to what is known as the International Code. There are nineteen flags and pennants by which the signalling is done. The flags are of different colors, and some combine several different colors. Each flag and pennant stands for a separate letter, which means nothing when displayed shipload of travellers crossing the Atlantic. J. Henry Harper, head of the great publishing



VIEW OF THE BROKEN SHAFT.

SIMON STERNE INDIGNANT.

He Voices the Protest of the Passenger Against the Gallin's Conduct. Mr. Simon Sterne, who was a passenger on his residence, 141 West 118th street, where he was resting after his long trip. His first act

upon stepping ashere was to cable his wife in Paris of his safe arrival. Mrs. Sterne is ill, and it is said that Mr. Sterne was so eager to have her apprised of his safety that when the Manhanset was sighted by the Umbria, he offered \$500 to anybody who would get a message aboard her to be cabled to his wife upon the Manhanset's arrival in port

Of his experiences on board the Umbria, Mr.

Sterne said yesterday:
"The passengers behaved with an incredible smount of courage during the whole long trip.

amount of courage during the whole long trip, all except a few hot heads who tried to make fools of themselves and the rest of the ship. These talked loudly and wildly about what they knew absolutely nothing of.

"The ladies showed much more courage and bravery than the men, and their aid was invaluable in keeping things quiet at critical times. They arranged the concerts, poured the 5 o'clock tea, and walked the cablins with the utmost serenity, and they were the life and soul of the dinner tables. We could not have managed without them if the whole truth be told."

Mr. Sterne said that the most critical moment for the passengers was when the Galliahad left them. He described the indignation of the officers and passengers at the treatment received by them from the Gallia as intense. He intends to publish a letter voicing the indignant protests of the passengers, and he will propose a means of avoiding a repetition of the conduct of the Gallia.

"Why," he said, "cannot these companies adopt a system of seniority in command of these liners similar to that which prevails in the United States Navy? There are occasions.

alons, with the exception of D meaning no. and C meaning yes. It is only when the flags which represent the letters are displayed in 2. 3, and 4 flag combinations that they express words. over to his daughter's wedding as the General's groomsmen in London a year or two ago; Oliver Hereford, the artist, known to the readers of Life, Har-

seis from each other. About midnight the could accomplish if the Umbria strived at the Cunard dock at her usual time Saturday morning.

Edward McVickar, Herbert C. Leeds, and William Farnsworth of Boston were making bets that they would take the afternoon train from Newlork for home Eaturday; Bejamin P. Watkins of North Carolina. A young financier, who has been successful in London, was on his way to his native State with a potof British gold and the intention of scending the winter shooting; Timothy Crimmine, the venerable father of John B. Crimmins, who had been to loome to see the Fore, was no board with his daughter and phese; James McLaidin of Brock in the Company of the Company of

the artist, known to the readers of Life. Har-per's, and other magazines, was returning to New York lafter two years among the painters of Paris; John M. Campbell of the firm of J. S. Lowrey & Co. who went over on the outward trip of the Umbria two weeks before, was on his way back to keep a dinner sngagoment for Christmas: J. P. Golding of Chicage was de-termined to get home in time for Christmas dinner Sunday night, which he declared he could accomplish if the Umbria arrived at the Cupard dock at her usual time Saturday morn-ing.

in sight just in the edge of the horizon, bound eastward.

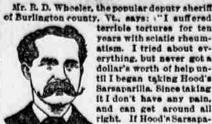
For half an hour, during which time the gun was continually discharged and the hoarse whistie blown, it was impossible to detect whether or not the other beat had seen or heard the Umbria's signals, as during the entire voyage she had sighted but two other vessels, and the passengers felt that it was almost too much luck that help should be at hand so soon after the breakdown.

Boon, however, it was seen that the new-comer was making toward the drifting ship, and at 8 o'clock she was alongside. She proved to be the Bohemia, remembered in connection with the cholorn scare in New York harbor, of the Hamiurg-American line, bound from New York to Hamburg. She at once responded to the Umbria's request for a tow, and before noon she was connected to the big steamship by a steel hawser and was steaming slowly westward, the German flag at her stern flaunting before the bow of the disabled Englishman.

The storm grew heavier in the afternoon, and it was all that the Bohemia could do to drag her big burden in the teeth of a head wind. After dark a heavy snow storm sprang up, which obscured the lights of the two vessels from each other. About midnight the steel hawser broke in a violent gale, and on Christmas morning the passengers of the Umbria found themselves again adrift in a raging storm, with maught in sight but the sky and the sea. What became of the Bohemia no one knew. Sho probably lost track of the Umbria in the snow storm after the hawser parted, and, if she searched for her after daybreak, she did not had her.

A larger percentage of the passengers than is usually hearty, though when the men met in the smoking room after ward many were constrained to explain that they only strolled in the search of discontent among the passengers have done in the sample start of the condition of discontent among the passengers flocked on the sum of the passengers of the Umbria's signals the beasemer in a ladies' cable. Just at dusk a light way signals the passengers, t

Sciatic Rheumatism



Rheumatism

or, the popular deputy sheriff sity. Yt., says: "I suffered terricle tortures for ten years with sciatic rheumatism. I tried about every thing, but never got a dollar's worth of help until I began taking Hood's Sarsaparilla. Since taking it I don't have any pain, and can get around all right. If Hood's Sarsaparilla cost \$10 s bottle I s., should continue using it, should continue using it. Sarsa. Cupt New York. The finite what was the matter with the machiners and what were the yearlying prospects from day to day of arrival in New York. Dr. Finiken put more sugar than ever in the pills he administered and was always, ready with a joke or a funny story if any one became too much depressed in his vicinity. Purser Field rendered a very substantial service by renpportioning the staterooms so as to give every one as comfortable quarters as possible for the commander of an ocean liner, and told everybody frankly and freely just what was the matter with the machiners and what were their in the pills he administered and was always, ready with a joke or a funny story if any one became too much depressed in his vicinity. Purser Field rendered a very substantial service by renpportioning the staterooms so as to give every one as comfortable quarters as possible for the long was administery and what were their in the purser. Field rendered a very substantial service by renpportioning the staterooms so as to give every one as comfortable quarters as possible for the usually envelops the commander of an ocean liner, and told everybody frankly and freely just what was the matter with the machiners and what were their was a deal was a dollar's worth of help until the machiners and with a joke or a funny story if any one became to much deep the matter with the machiners and with a joke or a funny story if any one became to much deep the matter with the machiners and with a joke or a funny story if any one became to much deep the matter with the machiners and was always ready with a joke or a funny story if any one b

Mr. R. D. Wheeler, should continue using it. I have advised a good many of my friends to take Hood's Sarsaparilla, for I know that

Hood's Sarra Cures R. D. WHEELER, Winooski Falls, Vermont. N. B. Be sure to get Hood's Sarsaparilla.

HOOD'S PILLS are the best after dinner Pills,

be unable to proceed at present. I shall, however, accept a towing offer from any vessel large enough that comes within halling distance."

There was a momentary silence as the situation dawned upon the room, and then a plaintive voice inquired:

"Why don't you send up rockets?"

"There will be time enough for rockets," responded the Captain, "whon a vessel comes near enough to see them."

The conditions that confronted the company on the Umbris were not entirely gleeful. In the first place, the idea of reaching home by Christmas Day, which so many cherished, was out of the question, and then there was the possibility of drifting out of the ocean roadway and the track of other vessels, so that it might be even weeks before a port was reached. The big steamship lay disabled in latitude 43° 48° and longitude 57° 17, about 290 miles from Halifax and 500 miles from New York, with a heavy gale blowing. Nevertheless, there was no actual danger, and almost every passenger on board accepted the situation cheerfully.

Of course there was an exception. It came in the person of a long-limbed biped of the masculine gender with Dundreary wiskers and an unusually large nose, which he used as a subsidiary organ of speech as well as for purposes of respiration, and who had been noticeable on board before principally because he wore his wife's fur cape when he promenaded the deck. He uprose at the end of the smoking room after a startled interchange of views with some of the men about him, and said in tones at once nasal and tearful:

"Gentlemen, we are in eminent he is supposed to have meant imminent has idea is upposed to have meant imminent he is supposed to have meant imminent has deen in tones of a puririance coming up at any moment to send us to the hostom, and yet the Captain refuses to send up rockets. Why, in the case of a peril lik and the gale was still blowing. Just after luncheon on Monday a steamer was sighted proceeding westward. In answer to the Umbria's signals she came alongside, and proved to be the Manhanset, bound from Swansea to New York, the property of James McCaldin, one of the passengers on the Umbria. The Manhanset had searcely come to a standstill, however, and considered the big prize money she would obtain by towing the disabled vessel to New York, than a much larger steamer hove in sight and bore down rapidly toward the drifting vessel. In a few moments she was close enough for the officers of the Umbria to distinguish her as the Gallia of their own line, en route from New York to Liverpool. The officers of the Manhanset also recognized the Gallia and steamed off homeward, disconsolate, done out of her prize.

Everybody on board the Umbria was jubilant, from the Captain to the smallest baby in the steerage. "Isn't this Cunard luck?" the officers asked each other. The Gallia was large enough to tow her larger sister ship with ease, and there would be no big salvage to pay to a rescuing steamer of another line. The



GETTING THE NEWS FROM THE SUN'S EXTRA. consternation of Captain, officers, crew, and passengers may be imagined when, in response to the Umbria's signal, "Disabled; stand by," the Galila returned, "Can't stand by; carrying mails." The Umbria signalled back. "We hold you responsible," whereupon the Galila simply dipped her ensign, signallying "Good-by," and disappeared to the eastward as the Manhanset passed out of sight to the west.

Officers and passengers of the Umbria

the west.

Officers and passengers of the Umbria looked one at another in dumb bewilderment. The Gallia had not even waited long enough to inquire the extent of her sister ship's injuries. For all that Capt. Ferguson of the other steamer knew, the Umbria might be foundering. The Gallia's action was inexplicable on any basis that any one on board the Umbria could imagine. The passengers now were many of them genuinely alarmed. They did not place much faith in Engineer Tomlinson's promise to mend the broken shaft, and as many believed that Capt. McKay had deliverately sent the Gallia away, much discontent was expressed. There was talk of forming a committee to demand of the Captain that he do something, though no one could suggest anything for him to do. The ship's company divided into two parties, known as the kickers and the anti-kickers, and it was notable that all the more intelligent men on board were on the Captain's side, while all the rougher element was on the other.

That evening the kickers called a meeting in the smoking room to pass a vote of censure on the ship's officers, but the anti-kickers came in and put a quietus on this project by forming what was called an Amusement Committee, with J. Henry Harper as Chairman, its object being to have a representative to obtain information from the Captain, and, as it Officers and passengers of the Umbria

mittee, with J. Henry Harper as Chairman, its object being to have a representative to obtain information from the Captain, and, as it was not known how long the Umbria would drift, to get up entertainments in the saloon for the evenings.

Capt. McKay expressed himself as entirely ready to cooperate with this committee. He told Mr. Harper that he was as much surprised as any one on board at the conduct of the Gallia: but, as she was of the Cunard line, he could not say anything more about the

ready to cooperate with this committee. He told Mr. Harper that he was as much surprised as any one on boar! at the conduct of the Gallia; but, as she was of the Cunard line, he could not say enything more about the matter. He also told Mr. Harper that the chief engineer had promised him to start the machinery at noon the next day (Tuesday) if the sea was smooth enough.

On Tuesday morning, for the first time since the Umbria left Liverpool, the weather was line and the sea smooth, conditions that existed until the end of the voyage. Novertheless, when 12 o'clock came and the machinery was not started, and the log informed the passengers that they had drifted twenty-two miles further from the course, there was much murmying and compilaint.

A notice was now posted to the effect that the steamer would start at 0:30 in the evening, and the passengers learned that the machinery had been moved during the night, as an experiment, and that one of the bolis Engineer Tomilison had put into the hight, as an experiment, and that one of the bolis Engineer Tomilison had put into the thrust-block had broken. This was not encouraging, and the creakers were more anxious than ever; but, about 8:30 o'clock, the thrill of the engines was felt throughout the steamer, and she moved off—at a slow rate of speed, to be sure—but as stanchly and steadily as if her dritting of the Umbria and the short distance she was towed by the Bohemia brought her back nearly to the place where her machinery gave out. She come to a standstill in latitude 43° 48° and longitude 57° 10° on Friday morning. When her machinery was started on the next Tuesday night she had come back to latitude 42° 30° and longitude 57° 10° on Friday morning. When her machinery was started on the next Tuesday night she had cone back to latitude 42° 30° and longitude 57° 10° on Friday morning. When her machinery was started in a subscription of considerably over 1000 in an hour:

"To show in some degree our appreciation of the ingenuity and index learness to be expended by a



PUT TO FLIGHT

—all the peculiar troubles that beset a woman. The only guaranteed remedy for them
is Dr. Pierce's Favorite Prescription. For
women suffering from any chronic "female
complaint" or weakness; for women who are
run-down and overworked; for women expecting to become mothers, and for mothers
who are nursing and exhausted; at the
change from girlhood to womanhood; and
later, at the critical "change of life"—it
is a medicine that safely and certainly builds
up, strengthens, regulates, and cures.

If it doesn't, if it even fails to benefit or
cure, you have your money back.

What you are sure of, if you use Dr. Sage's Catarrh Remedy, is either a per-fect and permanent cure for your Ca-tarrh, no matter how bad your case may be, or \$500 in cash. The proprietors of the medicine promise to pay you the money, if they can't cure you.

DANGEROUS DERELICTS.

Three Wrecks Reported in the Path of Transatiantie Steamsbips, The hydrographic chart issued yesterday shows three derelicts on the transatiantic steamship routes. One is the Norwegian bark

Capella, abandoned, waterlogged, on Oct. 22,

in midocean, which has drifted since then about 650 miles. She was, when last reported,

directly in the path of Queenstown steamships, about 100 miles off the Irish coast.

In the same track, a few hundred more miles to the westward, the British bark Cubana is drifting about, dismasted, rudderless, and full of wetaward.

FLOATING BATTERIES.

How the Disappearing Gun May Revive

these Appliances for Harbor Protection. WASHINGTON, Dec. 31.-The possible types

of war vessels have by no means yet been

exhausted. It has sometimes been a subject

harbor battery, pure and simple, has not been introduced into our navy. We have, of course,

such craft as the double-turret monitors and the Monterey: but these are not invulnerable. and are rather coast defenders than floating forts, and have pretensions to cruising ability and to speed. A type rather different from these, of which there are no examples in our

service, would be the battery or floating gun carriage, impenetrable by any ordnance car-

only motive machinery sufficient to enable it

to take station and change place as required

One reason why such a craft has never been

constructed may be that it occupies almost a medium position between the navy proper and

the fixed forts, which latter in our country are

all under the charge of the army. It would

not be intended for the open sea, and could be laid up in ordinary, during peace, in a fresh-

water anchorage. Were our coast protection

under the charge of a joint military and naval

Board, perhaps this form of delence might

have received more attention. And, as a fact.

the Fortifications Board of 1885, which con-

sisted of army officers, pavy officers, and

civilians, did propose floating batteries for

two ports, San Francisco and New Orleans,

assigning \$10,725,000 to the former and

\$8,150,000 to the latter for their construction.

This subject may derive a fresh interest from Secretary Tracy's appointment of a Board

which has just made an examination of the famous disappearing gun carriage at Sandy Hook, to ascertain its possible uses for the

navy. It will be remembered that this carriage, constructed by the Pneumatic Gun Car-

riage Company, has had very successful tests, and that the authorities are waiting for the

completion and trial of two other systems of

disappearing carriagor, constructed on differ-

ent principles, in order to see which is the best. Of course if the disappearing carriage

should be found adapted also to the uses of the navy, it could be used in various ways. It

the navy, it could be used in various ways. It could greatly reduce the height of burbettes or do away with them altogether; and the ad-vantage thus to be gained by the saving of weight, which could be put into side armor, is apparent. But without going into that point, which is

list without going into that roint, which is for the expects to determine it seems clear enough that whatever the disappearing gun can do in a fixed fortit can to a certain extent also accomplish in a floating battery proper. The army ordunace officers long ago announced that disappearing carriages must be used for all calibres which they could handle, so that the same system would simost certaints between the contract of the

The army orduance officers long ago announced that disappearing carriages must be used for all calibres which they could handlo, so that the same system would almost certainly be chosen for a floating battery. Such a craft would be like a steel raft upon the water, having the low freeboard of the monitor without even its turret as a mark for the enemy to fire at. Its guns would be below the deck, except at the moment of firing, and the weight of armor which ordinarily goes to the turrets would be available to thicken the sides of the vessel. Under such circumstances an impregnable floating battery could be constructed. It would be only one element in the defence of a nort, and yet an important adjunct in certain larbors where there is a need of supplianting fixed by floating defences.

One objection to constructing such a craft is that with a little more expense a war ship could be built, which would have a large measure of defensive strength, and at the same time adequate motive power for crushing along the coast and for being mancuvred as part of a squadron in a naval engagement. That, however, brings up the question as to the employment of floating batteries at all. But if such defences are once decided upon, disappearing guns would apparently be suitable for them.

Neveral years ago this question came up in a proposal of the Pneumatic Gun Carriage Company to utilize the single turret monitors by taking out their turrets and substituting disappearing rifles. The Senate in the Fifty-dist Congress proposed to sell one of the little menitors to the company for this purpose, the presumption being that, if thus improved, the Government would buy it back at an increased price. A previous project had been to pay the company \$225,000 for turning the Wyandotte into a floating battery, which would then contain two 8-inch breach loaders mounted side by side on pneumatic disappearing the Yandotte into a floating battery, the children which would be not only the contain two 8-inch guns each to fit up these little craft i

John D. Kernan for Senator.

Utica, Dec. 31 .- Twenty-five prominent anti-

Snappers from places outside of New York and Brooklyn met here to-day in secret session, and resolved to support John D. Kernan as a compromise candidate for the United States Senatorship. They believe he will be acceptable to the Hill and Cleveland factions.

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BOOTS AND SHOES, RECOMMENDED BY ALL PHYSICIANS

Patent Leather and Satin Dream Gatters and Fumps for Balls und Parties. "BROOKS,"

dritting about, dismanded to water of water.

The Norwegian bark Supreme, abandoned on Oct. 21, has not been seen since November, but she is supposed to be in or near the steamship lane. It is likely that this trio of derelicts, if they are not smashed by the how of a steamship, will go ashore eventually on the Hebrides. 1,196 Broadway. Corner 29th St.

THE NEBRASKA SENATORSHIP.

A Chase by the Republicans to Get in a New Member at the Last Minute,

LINCOLN, Neb., Dec. 31 .- The fight over the United States Senatorship is becoming alarming. Late last night the Supreme Court declared the Boyd-Knox county contest in favor of Norton Republican as against Kruse In-

dependent, who had received the certificate of election from the Independent County Clerk. The Independents are indignant, and openly

election from the Independent County Clerk.

The Independents are indignant, and openly declare their intention of ignoring the Supreme Court. They sav it is a Republican institution. At midnight last right a special engine left Lincoln bearing on it a man who is expected to serve the writon the County Clerk of Knox county.

The haste is due to the fact that the Legislature will convene at noon on next Tuesday, and the Republicans desire Norton's vote to help organize the House. With Norton's vote the Republicans would have 4th two less than a majority. A lobby has promised to buy these necessary two votes, and many people in Lincoln are waiting to see if the lobby can deliver the goods.

But there is one matter which will be in Mr. Norton's way. The writ of mandamus can't reach Niobrara, the county seat of Knox, until to-morrow. On Sunday, the vote can't be counted. The following day is a legal holiday, and on that day the vote can't be counted. The following day is a legal holiday, and on that day the vote can't be counted. On Tuesday the Legislature will met, and if the votes are counted on that day the certificates for Norton could not be here until Thursday at the earliest. At noon of Tuesday Kruse will put in his certificate and take his seat unless two of the Supreme Court Justices may be ifduced to issue an order directing the Sheriff of Lancaster county to interfere.

If the Republicans organize the Legislature Kruse will not take his seat. They will also oust several Independents, and this would all be necomplished before the election of a United States Sciator. The chances are that the balliff will not be able to introduce himself to the County Clerk at all. The leading Independents have anticipated the decision of the Supreme Court, and three days ago an arrangement was made with the Knox county official through a prominent attorney of Niobrara.

omicial through a prominent attorney of Nio-brara.

All the leaders of the Independents assert that Kruse will get his seat by virtue of the certificate he already holds, the decision of the Supreme Court to the contrary notwithstand-ing. At a caucus to-day the Independents do-cided to fuse with the Democrats and send to the United States Senate "a half-and-half man."

JOTTINGS ABOUT TOWN.

Judge Dugge has granted an absolute divorce to Ber-tha Marx from Louis Marx. Slote & Janes, the stationers of Nassau street, have issued their calcular for 1893. Honoré Mercier, ex-Premier of Quebec, saited for Havre yesterday on the steamship La Normandia. Charles Church, the Englishman who was arrested for attempting to blackmail W. R. Grace & Co., was held in the Tombs Police Court yesterday in \$2,500 ball for the Grand Jury. Yesterday the Harlem Police Court was held for the last time in the Harlem Temple in East 125th street, It will respen to-day in the new Court House building at Sylvan place and 121st street.

George Watson, who helped to swindle Druggiet Mehling of Chicago on Friday by giving him \$2 and two packages o, green paper in exchange for \$650, was remanded yes criby at Jefferson Market.

remanded; es cribny at Jeserson Market.

The examination of the Bedell brothers, charged with burgiary in breaking into the old office of the Westdeer. Trace, a paper they had published in the annexed district for twenty years, was adjourned vasterday until Jan. 10 because one of the brothers, Edwin, was too lit to attend court.

There was an explosion in the sewer in Redford street, near Heinston, at 12:45 o'clock yesterday afternoon. The manhole covers in front of 12 and 22 Redford street were sent up ten feet. The windows in the tenements were rattled, and some were broken. It is supposed that illuminating gas leaked into the sewer.

SPARKS FROM THE TELEGRAPH.

All the executive departments in Washington closed yesterday at 12 noon. They will not be open again for business until Tuesday morning. Jan. 3, 1893.

James King of Canistee, N. Y., while returning from nunting yesterday atternoon, and while walking on the Eric Raviway track about a mile west of Adrian, was struck by Wells-Fawyo Express train No. 14, going East, and instantly killed. East, and instantly killed
Commodore Joseph S Skerritt, who has just been
relieved from duty in command of the Washington
Navy Yard, will leave to-morrow for San Francisco,
where he will raise his ring on the Mohican as commander of the Pacific squadron, with the rank of acting Rear Admirat. Upon the arrival of the Booton at
Mare Island the Admirat will make that his flagship.

Mare island the Admira' will make the his long-ship. The Henry Zeliner Brewing Company was incorporated yesterday with a capital of \$300,000, divided into \$100 shares, for the purpose of manufacturing as been, ale, and porter in New York city. The directore are Henry Zeliner, William H. Zeliner, Leuis F. Zeliner, Charles Henry Zeliner and John Emil Zeliner of New York city. Henry Zeliner takes 2,000 shares of the stock of the corporation, and the other four directors five shares each.



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Lydia E. Pinkham's Vegetable Compound is a positive cure for all those painful com-plaints and weaknesses so common among the

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That Bearing-down feeling, causing pain, weight, and backache, is instantly relieved and permanently cured by its use.

It will under all circumstances act in perfect harmony with the laws that govern the female system.

For the cure of Kidney Complaints and backache in either sex it is unequalled. An illustrated book, entitled "Goide to Health and Etiquette," by Mrs. Pinkham, is of great value to ladies. It contains over op pages of most important information which every woman should know about herself, mailed free on receipt of a two-cent stamps.

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